

POSSIBLE FIGHT WITH U. S. TOPIC IN JAPAN'S DIET

Admiral Kato Asked What Navy
Plans Are in Case of Attack
By American Fleet

SIXTEEN GREAT SHIPS PLAN FOR FIRST LINE

Dreadnought Remains Basic
Unit of Great Navies, Is
Opinion of Committee

[By Associated Press]
TOKIO. — One superdreadnought, two cruisers, one destroyer, three submarines and two special service ships constitute the program of naval building for Japan for 1916. Admiral Kato, minister for marine, explained the naval expansion project before the budget committee of the diet recently in response to an interpellation.

The battleship will be about the same type as the Fuso and Yamashiro, which was recently launched, and will carry twelve 14-inch guns and sixteen 6-inch guns. The two cruisers will have a speed of 23 knots. They will probably be in the nature of light scout ships. Their armament has not yet been decided. The submarines will have a displacement of seven hundred tons each, a speed of 18 knots on the surface and 10 knots in the water and will carry one gun.

Admiral Kato expressed the opinion that the war in Europe would not necessitate any considerable alteration in the naval armament of the great powers. He fully recognized, he said, the effectiveness of aircraft and submarines as weapons of offense as demonstrated in the present war, but he believed that these facts hardly affected the position of the battleship as an engine of war. If the Kaiser's warships dared not venture from their own sheltered waters it was because of the powerful British squadrons awaiting them outside. The absence of any great naval engagement in Europe must be ascribed to the very great difference between the British and German navies.

As for submarines, however, actively they might work, their activities were confined within certain limits and they could hardly be expected to place the great battleships hors de combat. The minister said that equipment was now being provided on ships against air attacks. He was confident that the dreadnought remained the basic unit of great navies.

Reveals First Line Plans.

The admiral further said that in deciding the armaments for new battleships the naval authorities preferred the twelve 14-inch guns principle to the eight 15-inch of the British and German navies because they deemed the former more advantageous than the latter from the viewpoint of naval tactics. Furthermore, the authorities believed that there would occur no change in the shape and size of warships and naval guns in the near future. The minister's remarks brought out the fact that Japan's eventual program includes the establishment of a first line fleet of eight battleships and eight great battle cruisers.

Admiral Kato was asked particularly by K. Kobayashi, a member of the committee, as to the comparative strength of the Japanese navy and those of Great Britain, Germany and the United States. The member also wanted to know whether the naval authorities were confident of victory in case of war—for instance, in case of war with the United States. He asked what plan the navy had in case the United States attacked Japan, with her naval strength twice that of the Japanese navy.

To this Admiral Kato replied that figures do not always decide the issue of a battle. He is quoted as having added: "If the American navy invades Japan, we have only to encounter it with the best tactics and art of warfare, to the last vessel and last man, meanwhile relying on the dignity of the August emperor and the strong support of a sixty millions nation. This is the decision of our navy in such an eventuality."

Simultaneous with the opening of the diet has come a sweeping change in the personnel of the navy. Especially noteworthy is the appointment of Vice-admiral Yashiro, ex-minister of the navy, to be commander-in-chief of the second squadron; Vice-admiral Nawa as commander-in-chief of the third squadron; Vice-admiral Yamaya, who commanded the Japanese squadron to the southern isles during the war operations last year, as vice-chief of the naval board of command, and the transfer of Vice-admiral Takarabe from command of the third squadron to the command of the second squadron at Port Arthur.

Since resigning as minister of marine, Vice-admiral Yashiro, who won the applause of the public as leader of the navy cleansing in connection with the naval scandal of last year, has been leading a secluded life in a suburb of Kyoto devoting himself to the study of Buddhist philosophy. His appointment to the new post together with his restoration to active service has attracted much approval.

The changes are generally regarded in Tokyo as indicating a commencement of waning of the influence of men of Satsuma extraction. The great leaders in the navy have always come from Satsuma province, hence the navy power had come to be known as Satsuma.

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DOLLAR IS BUSY ON QUESTION OF PACIFIC TRADE

(Continued from page one)

We may go into the transpacific trade. That proposition is now being analyzed by Capt. Robert Dollar of San Francisco, who is one of our directors and knows the shipping business on the Pacific as well as anybody. Continuing in the first formal interview since his connection with the company, Mr. Stone said that while the plans of the company were naturally not in definite form, it would at any rate follow the general principles which led to the expansion of the engineering construction and financing of public utility corporations by Stone & Webster and their associated companies.

Wide World is its Field.
"As men sent out by that firm were located in various cities they knew their cities and the cities knew them," he added, "so thousands of men will be sent into foreign fields by the new company, will get acquainted with the people, will study their needs and desires, and will show them that American producers and manufacturers can satisfy them at the lowest cost."

"We are far behind the English in building up foreign trade through association with foreign people and study of their ways. The English have their young men scattered the world over. Ours have stayed at home, when they have ventured forth, have not had the time or the disposition for intensive study of the customs, manners and business of foreign people."

"The field is the whole wide world. We have hardly begun to do business and our office staff is not even organized, yet we have proposals before us for investment in Central America, South America, China and South Africa. Every one of these propositions implies the employment of Americans and the purchase of American goods."

"For example, we have applications for loans from a score of municipalities in South America. One wants money for sewers, another for electric lights, another for power, another for street railways. In no case is a large amount of money involved. Most of the applications range between \$500,000 and \$1,000,000."

"No such application would now be entertained by an American bank or banking house. It would be necessary to send down men to investigate the merits of every proposal, and after that to have men watching the workings of the system put in by American capital. The expense would be prohibitive."

"We propose to have men on the lookout for these municipal loans. We can take a number of them and finance them by the issuance of our debentures with the municipal bonds as security. We can have the borrowing municipalities widely separated, so that a period of depression in one country would not seriously affect the solidity of the financial structure."

"Concerning the plan to have the government own merchant vessels, Mr. Stone said: "Personally I do not favor Government ownership of merchant vessels. But, speaking for the company, we do not care to comment on the administration's plan further than to say that we stand ready to co-operate in any plan for development of the country's merchant marine that seems to us feasible."

Mr. Stone was asked if a keen foreign demand for American products would not result in higher prices at home. He replied that the reverse should be the case, for if manufacturers were stimulated to increase their output the goods should be produced at lower cost.

Mr. Stone also said that it was not the purpose of the company to acquire any foreign field for itself as against other American concerns engaged in foreign trade or enterprise, but rather to cooperate with American firms invading foreign fields.

CHINESE NEW YEAR CELEBRATION WILL LAST TO WEEK END

Members of the monarchy party among the Chinese in Honolulu will continue to celebrate the Chinese New Year for at least two days more. Although the new year closed at 12 o'clock last night, the members have planned a celebration which will include receptions and dinners for the balance of the week.

Many of the stores are closed, and the merchants will take the opportunity to visit friends and enjoy the pleasures that have been followed by those who favor the old New Year period. Last evening more than 100 tourists visited the Chinese Chamber of Commerce on Maunakea street, where they were entertained by members of the Chinese committee.

There is not so much noise today as yesterday as most of the Chinese have planned the day for visits and forming new friendships. The firecrackers are still in evidence and an occasional Chinese orchestra may be heard.

ARMY MEN NOT CONVINCED THAT SOLDIERS GAMBLER

Twelve soldiers of the 25th Infantry, arrested a week ago in the Iwilei district for gambling, will be tried in the police court February 8. The army authorities, doubting the guilt of the soldiers, would not convict them and turned them over to the civil court. Army officers claim discrimination was made in the arrest of the negroes. Several officers will be present at this trial to hear the evidence.

YOUNG BRIGANDS ARE ROUTED FROM CAVE ON HEIGHTS

Three Boys, Eldest of Them 11.
Had Provisions Enough Laid
in for a Real Siege

Routed from their bandit cave on Pacific Heights, after having been hunted for four days, chased by three detectives in an automobile and finally cornered, Feodor Kilmaushka, 10 years old, brigand leader, and his band, Victor Rigoff, 11 years old, and Alexander, 10 years old, were yesterday sent to the Boys' Industrial School for 18 months.

In the belt of Rigoff when arrested was a loaded .22-caliber revolver, stuck in a holster, with 50 rounds of ammunition ready for use. Feodor carried a knife and a quantity of rope. When taken they were trying to buy a mule for \$2 from a Portuguese in Paoua valley.

Feodor and his companions recently ransacked Feodor's parents' home, masked and armed with clubs, but got nothing of value. Rigoff made a sally into his home and stole \$11 from his father. The boys had been missing for several days, and after the last exploit of the boys' parents' party began a search for them.

No trace came for a week until night before last, when they were reported to be on Pacific Heights. An all night search by Detective Rudolph Stein and the parents did not disclose the boys' hiding place. Yesterday specific information came, and in an automobile Detectives Kellett, Stein and Silva set out.

After an hour's search they had no trace of the youths. Then they found the cave in which the boys have been sleeping for many nights. There were mats, blankets, sardines, canned goods, crackers and many articles evidently pilfered. The cave was in the side of the hill at the rear of a vacant lot.

The youthful bandits were not in, and the detectives left and were about to give up the search when they ran across the three of them, dickered with a Portuguese for a decrepit mule. They were bidding \$2 cash for the animal, which the owner held at \$2.50. The boys broke for cover and after an auto chase the officers jumped out and rounded them up.

CHILEAN BARK'S OFFICERS ARE GOING HOME

With their tickets in their pockets, and joy in their hearts the skipper, first and second mates, boatswain and a boy sailor of the Chilean bark Ivanhoe, wrecked Christmas night at Port Allen, will sail tomorrow for Chile on the Kiyo Maru.

"I wish to thank the Chilean consul, J. W. Waldron, Superintendent C. F. Mant of the Seamen's Institute, my fellow-countryman H. A. Franks, and the other Honoluluans who contributed clothes and financial aid for my crew," said Capt. A. H. Biele this morning. "We are all very grateful."

Although there were 14 survivors from the Ivanhoe wreck, all but one of the sailors requested their money and were paid off. They have since signed on other ships or gone to the coast. Only the officers and one sailor are going back to their homes and families in Chile, their transportation home being paid by the Chilean government.

HILL VESSEL HAS RECORD CARGO FOR COAST

When the Hill liner Great Northern sails for San Francisco at 11 o'clock tomorrow night from Pier 6, she will take out a capacity freight cargo, 1500 tons, mostly canned pine, the firm of Fred L. Waldron, Ltd., local agents, announced this morning.

"She will have 40,000 cases of canned pine and about 5000 bunches of bananas," said Mr. Waldron this morning. "This is the biggest outgoing cargo she has yet taken, but we worked a heap sight harder to get it than they are doing at the other end to secure freight for Honolulu."

At noon today 210 first and second-cabin passengers were booked for San Francisco. It is confidently believed by the agents that the number will be 300 by sailing time.

Time of departure will remain at 11 o'clock at night until the last scheduled voyage, when the Great Northern will sail at 4 o'clock the afternoon of April 4. Instead of 11 o'clock the night of April 3. The ship will be held over to allow Imperial Potomate J. Putnam Stevens and the Imperial Divan of the Shriners a chance to see and do everything scheduled by Aloha Temple for their entertainment.

OKUMA CABINET LIKELY TO BE OUSTED TOMORROW

(Special Cable to Hawaii Ship.)
TOKIO, Japan, Feb. 3.—The life of the present cabinet will be decided tomorrow. If the house of peers does not vote in favor of the cabinet budget bill, the resignation of Count Okuma's cabinet will follow.

Electrically speaking, the average man each day dissipates about two and a half kilowatt hours of energy, mental exertion and heat radiation.

FLIGHT OF 1ST AERO SQUADRON GREAT SUCCESS

Machines Made 450 Mile Trip
in Texas Without Mishap
to Any of Flyers

A remarkable achievement was the moving of the First Aero Squadron of the United States army from Fort Sill, Oklahoma, to Fort Sam Houston, Tex., without a single mishap. The distance traveled was 450 miles and the men made the flight in five days, stopping a number of times.

The 450-mile flight was more successful than even the most optimistic of the aviators had expected. None of the pilots suffered any mishap, but an electrician had a leg broken, while traveling overland, and one of the motor trucks was destroyed by fire at Fort Worth.

Besides the six aviators who made the flight under command of Capt. B. D. Foulois, there were forty men in the signal corps and six mechanics. The signal men made the trip to San Antonio in eight heavy motor trucks and the mechanics on motorcycles.

The squadron began the journey from Fort Sill on Thursday, Nov. 18, reaching San Antonio Nov. 23, in five flights, the intermediate stops being at Wichita Falls (Tex.), Fort Worth, Waco and Austin. During the greater part of the journey the six airmen flew at a height between 4,000 and 6,000 feet and averaged a mile a minute. When flying from Wichita Falls to Fort Worth a good north wind accelerated their speed, and much of it was at the rate of eighty miles an hour.

Under Real War Conditions.

This was the first general flight of the squadron since its organization. The army authorities arranged conditions as if in real warfare. Flights began early in the morning and usually occupied but little more than one hour for each leg. Thousands of Texans waved greetings to the flyers. Officers preceded the flyers and selected landing sites, each of which was marked by a large white letter "T." The squadron spent the night at each stop, and city officials, Chambers of Commerce and other organizations banqueted them.

In the flight from Waco to Austin on Tuesday four of the aviators became confused, two having landed at Lampasas, fifty miles west of the Waco-Austin air line. They had followed the Santa Fe tracks instead of those of the M. K. and T. Railroad. Another landed at Kingsland. The six men did not gather at the Austin field until late that afternoon, although they had begun the flight at 9:30 that morning. A thirty-five mile wind and hazy atmosphere prevented them from seeing their way clearly. It is ninety miles from Waco to Austin.

Lieut. J. E. Carberry was first away in each flight, while Capt. Foulois always brought up the rear, the machines leaving within two minutes of each other. The other flyers were Lieut. T. S. Bowen, Lieut. C. G. Chapman, Lieut. I. A. Rader and Lieut. T. D. Milling. All except Foulois are unmarried.

The six machines had to be gone over carefully and adjusted before each flight, maps and topography of the next leg carefully studied by all, atmospheric conditions considered and weather predictions obtained. One of the dangers of the trip was the possibility of collision. Instead of one landing to be guarded there were six, and, counting each stop, there were thirty landings that had to be negotiated. The aviators have much more difficulty in making a safe landing than a big liner has in entering port in a storm. Besides the aviators had to keep in direct communication with the motor squad every day and wait for it to come up; so the trip did not lack thrills.

Difficult All the Way.
"The flight was difficult the entire distance," said Capt. Foulois, "because of the high winds during the early stage of the trip and the haze during the last half. A gale sweeping thirty to thirty-five miles an hour tended to drive us from our course. Passing over Fort Worth the wind was exceedingly choppy. We found the weather comfortable at 5,000 and 6,000 feet."

The Aero Squad will maintain permanent headquarters in San Antonio and perhaps take part in border troop movements, especially if there are any more raids along the Rio Grande. These expert flyers could easily detect any raiding parties in that flat country.

The six machines, biplanes, are of the latest Curtiss type, built especially for military purposes. They are equipped with eight cylinder motors of ninety horse power, and are capable of making ninety miles an hour.

HAWAII'S GUARD IS MARVELED AT IN WASHINGTON

Rotary Club Members Hear
Forbes Tell of Buying Silk
Hat to Make One Call

"Hawaii was the only state or territory to reply to the request of the secretary of war for information on increasing the size and equipment of the guard," said Charles R. Forbes at the Rotary Club luncheon today.

Mr. Forbes stated today that the people of Washington are very much impressed with the showing of the National Guard of Hawaii.

That a silk hat was necessary before a visit could be made to President Woodrow Wilson was the statement made by Mr. Forbes. He said that he paid \$15 for a silk hat and then had to pay \$22 more for a leather case for the hat. Mr. Forbes stated that he enjoyed his visit with the president.

Marston Campbell, who was introduced as the "largest member" of the Rotary Club, spoke on the Carnival plan for fireworks. He stated that there were already two plans arranged for and urged everyone to boost for the Carnival program. E. W. Fallgren, who succeeds C. B. Gage with the Gregg Company, was introduced, and in a short talk stated that he was pleased to meet the members of the club. Raymond C. Brown read an article on "Why Women Buy" which proved interesting from an advertising standpoint.

President S. S. Paxson has become the father of a son since the last meeting of the Rotary Club, and at the luncheon today Tom Wall moved that the son's name be placed on the roll as a member of the Rotary Club. The motion was unanimously carried.

BIRTH CERTIFICATES WILL NOT BE ISSUED FOR MONTH AT LEAST

Relinquishing Hawaiian birth certificates will not begin for a month at least, according to Wade Warren Thayer, secretary of the territory, on account of various legal steps preliminary to the adoption of the scheme on the new basis which he proposes. It may be several weeks before the system is in working order.

The territory ceased issuing the certificates about a year and a half ago, and since that time the secretary has been endeavoring to get a definite basis whereby they might be given some value outside the territory. At present Hawaiian certificates have no credit with officials on the mainland but are of much value in the territory in many cases.

It is estimated that there are several thousand people, most of whom are foreigners, who will take advantage of the certificates when they are again issued, and it is expected that the office of the territorial secretary will be a very busy place when the work begins.

GILBERT BROWN MADE LOCAL Y. W. SECRETARY; HE WILL AID JACKSON

Gilbert H. Brown, a Honolulu boy, today was appointed a secretary of the Y. M. C. A. by Arthur E. Larimer, secretary of the Central Association. Brown will become assistant in the physical department. Owing to the growth of the work, Mr. Larimer decided that some one would be needed to assist Glenn E. Jackson, physical director.

Gilbert Brown was born in Hawaii and was educated at Punahou, where he was well known in athletics. He was for a time in charge of the outdoor work of the promotion committee, being especially active in promoting work in building up mountain trails.

His work will consist of boosting bowling and swimming, and he also will have charge of the downstairs office. Clair Tait, the swimming instructor, has made a great success in his classes, and Brown will be asked to assist Tait in arranging details for swimming meets and games. He is the only member of the Y. M. C. A. staff born in Hawaii.

Iowa has nine cities under the commission form of government. Twenty-five cities and towns are run under the commission-general plan.

When the wind is in their favor, each machine carries a seat for an observer, who would be able to throw bombs or handle a gun. They cost the government \$7,500 each. They measure forty feet from tip to tip and are similar to scores that the French are now using on the western European front.

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YOUNG PILOT OF HEALTH SERVICE DIES OF TYPHOID

Walter Anderson will not pilot the doctor's launch out to any more liners at sunrise. He died at 3 o'clock this morning at Queen's hospital, after an illness from typhoid fever lasting from December 23.

The young man, whose age was 32, had been pilot of the quarantine launch public health service, since November 9, 1914. He succeeded Pilot Bray, who resigned.

Anderson was well known and popular with everyone in the health service, and his death is sincerely regretted by the department, the customs force and all who knew him. He was courteous, manly and conscientious, and Dr. E. E. Trotter, chief quarantine officer, said this morning the health service has lost one of its best employees in his death.

The decedent's parents live at Benicia, California, and have been notified by Undertaker H. H. Williams, for instructions. Anderson was an Odd Fellow, unmarried. He returned December 4 from a trip to California.

Light Sidelights on Police Court Scenes

Some difference of opinion about the health of an egg brought on ill feeling between Yim Kong Su, cook at the Columbus Cafe on Hotel street, and K. T. Sing, a waiter in the same place, the argument becoming so heated that Su chased Sing with a butcher knife. Onlookers thought Sing's chances poor, as the knife was near him, when he turned the tables by grabbing a heavy china plate and bouncing it accurately off the cook's head. Su was halted for an instant, but almost immediately started after the waiter again and was chasing him down Hotel street when a policeman arrested him. Sing is also under arrest and out on bail.

The plate cut Su's scalp so badly that several stitches had to be taken, and also slightly fractured the skull. Su is under treatment at the Emergency hospital.

THREE PRISONERS GET PAROLES FROM PINKHAM

Governor Pinkham signed paroles for three prisoners this morning. Alfredo Castillo, who was committed to the Haleakala road jail in 1913 for burglary, Nee Jotsumosuke, sent up for larceny in 1914, and Yee Wan Pak, committed to Oahu prison for assault with intent to kill in 1912, are the prisoners to be released.

A verdict was expected this afternoon in the case of Gus Anderson, which went to trial in Circuit Judge Ashford's court today. The defendant is charged with a statutory offense.

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